

COTTAM & CO.
OUTFITTERS.
S.S. JAPAN.
WHITE SHIRTS.
DRESS SHIRTS.
WASHING SCARVES.
Etc., Etc., Etc.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL, CARLILL & Co.,
General Agents.

NEW SERIES No. 691. 日十初月八年三十二緒光

MONDAY, SEPTEMBER 6, 1897.

一拜禮

號大月九其港香

THIRTY DOLLARS
PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital £10,000,000
Reserve Fund £7,000,000
Reserve Liability of Exports £10,000,000

COURT OF DIRECTORS:
ST. C. RICHMOND, Esq., Chairman.
H. J. J. BELL, Esq., Deputy Chairman.
C. B. B. Esq., J. L. Esq.,
G. D. Esq., R. L. Esq.,
G. B. Esq., R. L. Esq.,
R. M. Esq., N. S. Esq.,
David Gubbay, Esq., Gerald Esq.,
Chief Manager:
H. J. J. BELL, Esq.,
MANAGER:
J. P. WARD, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.
INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 14th August, 1897. [18]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by
the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 per Cent.
per annum.
Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 14th August, 1897. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.
CAPITAL PAID-UP £10,000,000
RESERVE FUND £7,000,000
HOLDERS' LIABILITY OF SHARE-
HOLDERS £10,000,000
RESERVE FUND £7,000,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per Cent. per
Annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent.
per Annum.
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 2nd June, 1897. [21]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Subscribed Capital £500,000
HEAD OFFICE: HONGKONG.
Court of Directors:
D. Gillies, Esq., Chan Kit Shan, Esq.,
H. Stokert, Esq., Chow Tung Shing, Esq.,
J. T. Lewis, Esq., Kwan Hei Chun, Esq.,
Acting Chief Manager:
GEO. MUNRO.
Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 11th August, 1897. [22]

Auction.

PUBLIC AUCTION

OF THE
FURNITURE, &c.,
OF THE
MOUNT AUSTIN HOTEL.

THE FIRST of a SERIES of Sales will take
place on
MONDAY, the 13th September, 1897,
at 2.30 P.M.

in the NEW BALL ROOM of the Hotel,
where the Underlying will sell by
PUBLIC AUCTION.

BED-ROOM FURNITURE
of every description.

On View from SATURDAY the 11th Sept.
Catalogues will be issued.

TERMS of SALE:—Cash on delivery.
N.B.—In addition to the usual terms, special
Special Cars will run every quarter of an hour
between 2.30 P.M. and 5.30 P.M. on Sale days.

GEO. F. LAWRENCE,
Auctioneer.
Hongkong, 11th September, 1897. [23]

Intimations.

KUHN & KOMOR.

JAPANESE FIRE ART CURIOS.
21, 23, QUEEN'S ROAD, HONGKONG.
21, WATER STREET, YOKOHAMA.
Hongkong, 11th March, 1897. [24]

THE LEADING CATERERS

COOKS AND
MENU BILLIARD TABLES AND
LIQUORS of all kinds.

THE GRILL ROOM.
Hongkong, 11th September, 1897. [25]

CARRELL'S

21, QUEEN'S ROAD, HONGKONG.
21, WATER STREET, YOKOHAMA.
Hongkong, 11th September, 1897. [26]

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to
offer to the FUNDS, annually increasing,
amount to £1,000,000. The premiums are
moderate, and all modern features consistent
with safety have been adopted.
For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [27]

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1884.
CAPITAL £2,000,000
TOTAL FUNDS AND SECURITIES £2,430,000
NET ANNUAL FIRE PREMIUM £757,728

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN AND CHINESE RISKS
at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1897. [28]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN AND CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.,
Hongkong, 28th May, 1895. [29]

GENERAL NOTICE

THE ON TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL, TAXES 600,000 } \$335,333.33
EQUAL TO }
RESERVE FUND } \$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUEN MOON, Esq.,
LOU TAO SHUN, Esq.,
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.
HEAD OFFICE, 8 & 9, PRAYA WEST,
HONGKONG, 17th December, 1886. [30]

NOTICE

THE MAN ON INSURANCE COMPANY,
LIMITED.
CAPITAL SUBSCRIBED £1,000,000

MARINE RISKS at CURRENT RATES of 100,000
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 4, QUEEN'S ROAD WEST,
Hongkong, 26th May, 1894. [31]

Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING
of SHAREHOLDERS in the above
Company will be held at the Company's
Office, on SATURDAY, the 26th September,
at Noon, for the purpose of receiving the Report
of the General Managers, together with a State-
ment of Accounts to 30th June, 1897.
The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 25th
September, both days inclusive.
DOUGLAS LAIRDALE & Co.,
General Managers.
Hongkong, 3rd September, 1897. [32]

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

CERTIFICATES for SHARES £20 Paid-
up in the above Company are now
READY and can be obtained at the OFFICES
of the Underwritten in exchange for the Bankers'
receipts.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 2nd September, 1897. [33]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE.
A CERTIFICATE of 11 Shares numbered
1063/1073, standing in the Register of
this Company in the name of HERRIE BOND
THOMAS, having been LOST, Notice is hereby
given that a duplicate certificate for the said
11 Shares will be issued one month hence and
that the original certificate, unless produced
within that period, will thereafter be held by the
Company as null and void.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 11th August, 1897. [34]

A. S. WATSON & CO., LIMITED.

TO AERATED WATER
MANUFACTURERS AND OTHERS.
NOTICE is hereby given, that all
AERATED WATER BOTTLES and
SYMPHONS bearing the Company's Name
and Trade Mark are its property and that
any Manufacturer using the same or any Person
in Possession of the same will be proceeded
against at the Law.
HENRY HUMPHREYS,
Secretary.
Hongkong, 29th August, 1897. [35]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
SHAREHOLDERS are
requested to send to the
SECRETARY, contributed, under the Seal
of the Company, the following ACCOUNTS
of the Company's Affairs:

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

JAPAN, &c.Samaru Cowie, R.N.R. 10 A.M., 7th Sept. { Freight or Passage,
(Passing through the Isthmus of Suez);

LONDON, &c.Rosetta F. M. Tiffed Noon, 9th Sept. { See Special
Advertisements

LONDONSamaru E. P. Bishop About 16th Sept. { Freight or Passage,
(Passing through the Isthmus of Suez);

For Further Particulars, apply to
H. A. RITCHIE, Superintendent,
Hongkong, 28th August, 1897. [36]

W. POWELL & CO.

GREAT SALE.

Hongkong, 3rd September, 1897. [37]



SCHIEDAM
SCHNAPPS.

TRADE MARK.
Hong Kong—
YUEN WO.

\$7.00 per Case of 15 Bottles.

H. PRICE & CO.,

(LATE GANDE, PRICE & CO.)
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

ENQUIRE AT MANAGERS OFFICE HONGKONG HOTEL FOR
PARTICULARS OF

REDUCED

BOARD AND LODGING RATES FOR CERTAIN ROOMS.

HONGKONG

CENTRAL 13 MARKET

BUTCHERY

Hongkong, 1st May, 1897. [38]

THE CLUB HOTEL | HOTEL METROPOLE.

5, BOND, YOKOHAMA. | 1, TSURUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Club under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English maitre in attendance.

The Hotel agents lunch with European Agent attend arrivals and departures; every
convenience given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of remaining either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Coffins are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, Proprietors.
E. V. SIGGERS, Manager, TOKYO. | L. DEWEERT, Manager, YOKO.

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT,
MANUFACTURERS OF THE
Best Quality of ASBESTOS GOODS and PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quality.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT: THOS. SKINNER.
DODWELL CARLILL & Co., General Agents.

1245]

W. BREWER & CO.

SPLENDID SELECTION OF
GENTLEMEN'S
BROWN BOOTS, BROWN SHOES, BLACK BOOTS, BLACK SHOES.

one quality only "THE BEST."
TENNIS SHOES FOR LADIES AND GENTLEMEN.
SLIPPERS, COURT SHOES, DRESS SHOES.

Hongkong, 16th July, 1897. [39]

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION,
Commanding Magnificent View of the City and Harbour, the Mainland of China, and
Sunderland Islands. Cool southern breezes in Summer, with perfect protection against the North-
East winds in winter.
A Covered Way is being constructed from the Station to the Hotel.
THE HOTEL IS NOW UNDER EUROPEAN MANAGEMENT.
GEO. J. CASANOVA, Manager.
City Office, No. 7, Duddell Street. [355]

PORT WINE.

THE CELEBRATED GUEDES' "3 GRAPES" BRAND.
In cases of 1 doz. bot.\$24 per case.

SHEWAN, TOMES & Co.,
Agents. [36]

AMANO NATURAL MINERAL WATER.

THE MOST PLEASING TO THE TASTE.
ONCE TRIED, ALWAYS PREFERRED.
SAMPLE BOTTLES MAY BE HAD
FROM
L. M. ALVARES & CO.,
SOLE AGENTS IN CHINA.
Hongkong, 4th August, 1897. [43]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE
MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the new well-known JAPANESE TABLE WATER
TAN SAN.

FLETCHER & CO.
AND
CARMICHAEL & CO.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS:
"EXCELSIOR," HONGKONG.
A. B. G. Code. No. 35.

THE TEMPERATURE IS AT LEAST 16 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 5 P.M.

ARRANGEMENTS can be made by TIFFIN or DINNER PARTIES.
Private Dining Room.

For further Particulars apply to
THE MANAGER.
Hongkong, 11th Sept. 1897. [44]

Today's Advertisements.

NOTICE.

THE SINGER MANUFACTURING COMPANY.

THE Undersigned having been appointed
SOLE AGENT in HONGKONG for the
above-named Company, has now in Stock a
variety of SEWING MACHINES, also neces-
sary Implements and Accessories, which are
now on View at his Office No. 1, Duddell
Street.

GEO. R. STEVENS.
Hongkong, 6th September, 1897. [1361]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"CHINA,"
are hereby notified that their Goods are being
landed and stored at their risk in the Company's
Godowns at Wanchai, from whence delivery
may be obtained on countersignature of Bills of
Lading.

Goods remaining unclaimed after the 11th
instant will be subject to rent.
No Fire Insurance will be effected.
J. S. VAN BUREN,
Agent.
Hongkong, 6th September, 1897. [1362]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"RAVENNA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Ballaarat* and
Roma.

From Australia, ex S.S. *Valletta*.

From Persian Gulf, ex S.S. *Assyria*, *Khan-*
dalla and *Nasir*.

From Zanzibar, ex S.S. *Canara*.

Optional Goods will be landed here unless
instructions are given to the contrary before 4
P.M. TO-DAY.

Goods not cleared by the 11th instant at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, 6th September, 1897. [1363]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

FROM ANTWERP, LONDON, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From Colombo, ex S.S. *Hindia*.

From Madras, ex S.S. *Scindur*.

Optional Goods will be landed here unless
instructions are given to the contrary before 4
P.M. TO-DAY.

Goods not cleared by the 11th instant at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, 6th September, 1897. [1364]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP AND SINGAPORE.

THE Company's Steamship

"RIJUN MARU."

Having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional goods will be landed here unless
instructions are given to the contrary before Noon
TO-DAY.

Goods not cleared by the 13th instant will be
subject to rent.

No Fire Insurance has been effected.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 6th September, 1897. [1365]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND YOKOHAMA.

THE Steamships

"MARIA VALERIE" AND "MEDUSA,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent to the Undersigned before Noon on the 13th
instant, or they will not be recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 13th
instant will be subject to rent.

Bills of Lading will be countersigned by
SANDER & Co.,
Agents.
Hongkong, 6th September, 1897. [1366]

Today's Advertisements.

TO LET.

HOUSES at the PEAK.

Apply to
H. L. DENNIS,
Crown Solicitor's Office.
Hongkong, 6th September, 1897. [1367]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI THE Company's Steamship

"TAIWAN."

Capt. Hurdle, will be despatched as above TO-
MORROW, the 7th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th September 1897. [1368]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KURACHIE, ADEN, SUZ, MASSOWA, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, ADRIATIC, and SOUTH
AFRICAN PORTS.)

THE Company's Steamship.

"MEDUSA."

Captain T. Lufrovich, will be despatched as
above TO-MORROW, the 7th instant.

Cargo will not be received on board after 3
P.M. prior to date of sailing.

For further information as to Passage and
Freight, apply to
SANDER & Co.,
Agents.

Hongkong, 6th September, 1897. [1369]

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA THE Company's Steamship

"MACHEW."

Captain Farrell, will be despatched as above
on THURSDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th September, 1897. [1370]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. THE Company's Steamship

"KWEIFANG."

Captain On'evbridge, will be despatched as above
on THURSDAY, the 9th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th September, 1897. [1371]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ THE Company's Steamship

"TSINAN."

Captain Ramsay, will be despatched as above on
THURSDAY, the 9th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th September, 1897. [1372]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"NESTOR."

Captain Asquith, will be despatched as above
on FRIDAY, the 10th instant, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th September, 1897. [1373]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"PATHAN."

to sail about 10th September, 1897.

S.S. "BRAEMAR" to sail about 24th Sept., '97.

S.S. "MOGUL" to sail about 9th October, '97.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 6th September, 1897. [1374]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, SUZ, MASSOWA, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, ADRIATIC, and SOUTH
AFRICAN PORTS.)

THE Company's Steamship

"MARIA VALERIE."

Captain S. Levi, will be despatched as above
on FRIDAY, the 10th instant.

Cargo will not be received on board after 3
P.M. prior to date of sailing.

For further information as to Passage and
Freight, apply to
SANDER & Co.,
Agents.

Hongkong, 6th September, 1897. [1375]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Steamship

"MACDUFF."

Captain Thomson, will be despatched as above
on or about SATURDAY, the 11th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 6th September, 1897. [1376]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"PATROCLOS."

Captain Dickens, will be despatched as above
on TUESDAY, the 8th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th September, 1897. [1377]

Today's Advertisements.

GOVERNMENT NOTIFICATION.

OWING to the recent fire, the present
Issue of *One Dollar* Stamp has been
declared, by His Excellency the Governor, to be
obsolete after one week from this date, and their
SALE has been STOPPED.

Any person tendering such Stamps at the
Post Office, or any of its Agencies, on or before the
31st December next will receive in exchange
money or other stamps to the value tendered.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 6th September, 1897. [1378]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION
ON
WEDNESDAY, the 8th September, 1897,
at Noon,
at their New Sales Room, 100, House,
SUNDAY OFFICE FURNITURE, &c.,
&c.

One BILLIARD TABLE from N. L. ZARUS,
& Co.

One IRON SAFE.

at Cases JULES MUMM'S CHAMPAGNE.

a Cases CLARET and One (ask TINTO
WINE, &c., &c., &c.

TERMS OF SALE—As customary.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 6th September, 1897. [1379]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on
MONDAY,
the 14th day of September, 1897, at 3 P.M., are
published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 28th August, 1897. [1380]

Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday, the
13th day of September, 1897, at 3 P.M., by Order
of His Excellency the Governor, of One Lot of
CROWN LAND at North Point, in the Colony
of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Lot.

Boundary Measurements.

Contents in Square Feet.

Annual Rent.

Upset Price.

Locality.

North Point.

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Two seamen of the British ship *Asura*, named MacAsland and Hudson, were brought before the Magistrate to-day on the complaint of Capt. Morris for absconding themselves from the ship. They admitted the offence and were ordered to be returned on board after detention till to-morrow forenoon.

LATEST news about the attempts of the North Borneo Government to capture the notorious outlaw and murderer Mat Salleh is to the effect that Captain Reddie and Messrs. Farrar and Wharley left Sandakan on the 9th ultimo for Segat with a fresh force of police to give battle to the cunning chief, who was reported to be roaming about in that neighbourhood. Mat will probably be too miles away by the time the "army" gets within gun-shot of Segat.

In the Summary Jurisdiction of the Supreme Court to-day, before Mr. A. G. Wise, Police Judge, the suit Chan A Tong v. Yeung Sam, for \$300 for trespass, was resumed. Mr. H. L. Denays appeared for the plaintiff and Mr. Looker for the defendant. The defendant gave evidence that the place where he was quarrying stones was within the Dock Company's area, but his Lordship thought otherwise and gave judgment for the plaintiff with costs and referred the amount of damages to the Registrar.

SIXTY. Courts brought a batch of eight persons, of whom two were women, before Mr. Woodhouse at the Magistracy this morning. Two of them were charged with keeping a common gaming house at Tal-hok-ai and the others with gambling in the house. Inspector Butlin said the place had been suspected for some time. He found a lot of loaded dice in the premises and defendants were professional gamblers. The keepers were fined \$100 and \$75 each, the former having a previous conviction. The others were disposed of with fines of \$25 and \$10.

In the House of Commons on the 5th August Colonel Denys asked whether the negotiations in relation to the compensation to British subjects who lost relatives in the *Kow Shing* were approaching a satisfactory conclusion. Mr. Carson-I stated in reply to a previous question, that delay had been caused by the illness of the late Chinese Minister, who recently died. As soon as the new Minister arrived Lord Salisbury called his attention to the claim for the loss of the *Kow Shing*, and a note was received from him in June last stating that all the papers would be sent to Peking for the information of the Chinese Government. He said that he was acquainted with the nature of the claim, and the instructions which he might receive, and with the views of the Chinese Government on the suggestion that the matter should be referred.

SOME of our Shanghai and Japan contemporaries are making what would appear to be a very unnecessary fuss about the alleged application of Russia for a suitable site on *Dei Island*, near Fusan, for a coaling station in the southern portion of Korea. The Russo-Korean treaty contains the "most favoured nation clause" and by it she acquires in Korea the same rights and the same privileges as are or may have been conceded to any other nation. For upwards of 200 years the Japanese have had a concession at Fusan. The land was ceded to Japan after the last invasion of Korea by the Tycoon's army, when the Chinese came to the rescue of Korea and drove the Japanese from Seoul to Fusan. For about a quarter of a century the Japanese have had a coaling station on *Dei Island*, which is a few miles from the southern boundary of Fusan Harbour and is a little more than a stone's throw from the southernmost extremity of the Japanese settlement at Fusan. Seeing that Japan not only has a coaling station at Fusan but also at Chemulpo and Yonam is it unreasonable to assert that Russia has no right to make a demand for a similar concession and that the mere fact of such a demand is evidence that she seeks to disturb the peace of the Orient and intends to use Fusan as a base for operations. Russia now has a very large fleet in these seas and should she unfortunately get at sea with heads with Japan her ships could not look for supplies of coal in Japanese ports neither could she get coal from a neutral power. She therefore, it would appear, sees fit to prepare for all eventualities while yet there is time and is making arrangements for the use in winter of Khasch Bay, in the Gulf of Pechili, and of Fusan Harbour, in Korea. It seems probable, too, that she will be able to coal her ships at Port Arthur in the near future. She is very generally credited with the intention to do so and it is believed that a branch of the Trans-Manchuria Railway will run from Tientsin to Port Arthur. The British Government, through Mr. Curzon, has stated its intention to prevent Korean harbours being used by any Power for hostile purposes and so long as we maintain a strong fleet in these seas it will indicate, we think, that the British Government really desires to maintain the territorial integrity of Korea, which, though insignificant commercially is nevertheless of considerable importance both from military and naval points of view.

RUNION.

The Secretary of the Farum Mining Company, Limited, courteously informs us that he has received the following telegram giving the result of the August clean-up:-

"The mill ran 29 days crushing 336 tons of ore yielding 84 ozs. of melted gold, 2,350 tons of headings crushed, yielding 145 ozs. of gold. Thirty-five tons of concentrates, culled for a yield of 25 ozs. The mill also ran 28 days treating 80 tons of tailings for a yield of 305 ozs. of bullion valued at 105,000 lbs. ss."

NEWS FROM THE NORTH.

(From our Special Correspondent.)

Tientsin, August 25th. When the special Russian Ambassador, who brought gifts from the Tsar to the Emperor, was in Peking recently they offered to China the services of a number of Russian officers to drill the Chinese army, *from all the provinces*. This offer was declined on the plea that the soldiers might be unwilling to obey foreign officers. The latest news from Vladivostok is that at least 100,000 soldiers are massed on the frontier near that port. This news is confirmed from Japanese sources.

It is reported that a very large quantity of rice has been purchased in Shanghai for Russian agents who are about to start in Vladivostok. Recently it was learnt that a large quantity of rice had been purchased at Saigon for shipment to Vladivostok. It may be so, and it is not unlikely that the Russian Government will be able to secure a large supply of rice for its army in the Far East.

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. His Excellency the Governor, Sir William Robinson, G.C.M.G., presided, and there were also present—Hon. J. H. Stewart Lockhart (Colonial Secretary), Mr. W. Chatham (Director of Public Works), Hon. F. H. May, C.M.G. (Captain Superintendent of Police), Hon. T. S. Smith (Colonial Treasurer), official members; the Hon. C. F. Chater, C.M.G., Hon. J. J. Pollock, Hon. T. H. Whitehead, Hon. E. N. Bell, C.M.G., Hon. Dr. Ho Kai, Hon. Wei A Yok, unofficial members.

The minutes of the last meeting were read and confirmed.

A NEW MEMBER. Col. H. Elphinstone, R.E., who will occupy Major General Black's position in the Council, during the absence of the latter officer, was duly sworn in by His Excellency and took his seat.

FINANCE COMMITTEE'S REPORT. On the motion of the Colonial Secretary the report of Finance Committee (No. 6) was adopted.

PUBLIC WORKS COMMITTEE. The Acting Director of Public Works submitted the report of the Public Works Committee (No. 5) and it was adopted.

SUPPLEMENTARY ESTIMATES. The Colonial Treasurer moved the first reading of a Bill entitled "An Ordinance to authorize the Appropriation of a Supplementary Sum of Three hundred and Forty-one thousand and Twenty-five Dollars and Thirty-seven Cents to defray the Charges of the Year 1896." Any remarks necessary would, he said, be reserved till the second reading.

The Colonial Secretary seconded the motion, which was agreed to.

THE COLONIAL SECRETARY (in the absence of the Attorney-General) moved the first reading of a Bill entitled "An Ordinance to prevent the Spread of Infectious Disease arising from the consumption of contaminated or unwholesome milk."

The Attorney-General, he said, would fully explain the bill.

The motion was carried unanimously.

THE COLONIAL SECRETARY moved the first reading of a Bill entitled "An Ordinance to amend the Hong Kong Fire Brigades Ordinance, 1853."

He said that on the second reading full reasons would be given for the resolution.

The motion was carried.

ADJOURNMENT. The Council then adjourned till Monday next at 3 p.m.

THE INTER-COLONIAL RIFLE MATCH.

Singapore, having suggested to Hongkong and Shanghai dates at the beginning of October as possibly suitable for the annual rifle match between these places, it is found that the match will be necessarily put later to suit Shanghai. Hongkong replied on the 27th August: "Arrive [to Singapore's suggested date] but prefer match ten days later. No answer yet Shanghai" [Hongkong had written to Shanghai].

Shanghai replied on the 28th: "Impossible to shoot before November. Range closed at present. Leave you and Hongkong to settle dates."

Singapore will now suggest to Hongkong and Shanghai as the most convenient date—30th October (a Saturday) to 14th November (a Sunday); that is to say a fortnight, including an initial Friday and a terminal Sunday—Singapore Friday.

We are cautiously informed by Mr. F. Smith, Hon. Sec. of the Hongkong Rifle Association, that he has received a letter from Shanghai which states that the date 30th of October to 14th November suits them. He says that Hongkong agrees and that he would wire to Singapore to-day to that effect.

The Hongkong team has not been picked yet.

THE STRAITS NOTES ISSUE.

The much debated *Currency Note Bill* was passed by the Straits Legislative Council on the 25th, at 10 p.m. The official majority "did the trick" at 10 p.m. The Bill provides that "A currency note shall be a legal tender in the Straits Settlements of the amount expressed therein except a tender by the Commissioners at their office or a tender by any bank lawfully authorized to issue notes in redemption of its own notes."

Mr. Murray was strongly opposed to this. It was directed at the Banks, and if the currency notes were to be made legal tender they ought to be legal tender for everybody, and no class ought to be excluded. The Governor said the Banks attempted to throw cold water on the scheme. It was asserted that if the Ordinance were worked with only one place of redemption, the Banks would act illegally as they were advised—as to top currency notes at a discount. The Bill, which will be submitted for Her Majesty's approval, provides that "no currency notes of the denomination of \$1 shall be legal tender for more than \$10."

COLONIAL TRADE.

[Globe, August 4th.] "There is no cause for alarm, but there is cause for vigilance." is the significant sentence in which the Collector of Customs of British Columbia, in his report to the British Colonies, has expressed his views on the trade of the Colonies, and now that they have before them the Blue-book dealing with our trade with the Colonies, and the effects of foreign competition, it is to be fervently hoped that our manufacturers and traders will bear in mind that the vigilance called for is of a very keen and unrelenting kind. It detracts nothing from the value of the searching inquiry instituted by Mr. Chamberlain, that in the result it tends only to confirm the views we have held and expressed all along as to the reasons why foreign competition has been effective against us in our own colonies. It is not a question of prices only; it is largely one of flexibility. In spite of many warnings, it does not seem even yet to have been brought home to the British trader that if he is to succeed in markets where he has not the advantage of a monopoly, he must accommodate his goods to his customers, not force the latter to take what he may choose to send them. In fact, as the very able and exhaustive reports from Victoria and South Australia abundantly prove, it is not in the quality of our goods that we suffer, but in our trading methods. In advertising, in the presentation of samples, in packing, in the giving and withholding of credit, in the utilization of Consuls, as well as in the consideration of local requirements, the foreigner has gained an advantage over us, for the simple reason that he knows he is making an effort to sell in a foreign country, and takes an interest in doing so accordingly. The only remedy to such a policy is the adoption of a corresponding one by ourselves, and in that sense there must be little doubt of the result. How dangerous to the success which has been won in some of our commercial enterprises may be getting from the fact that foreign goods are generally sold at a lower price than our own, and that our goods are generally sold at a higher price than those of our competitors.

THE BOXING TOURNAMENT.

The second Army and Navy Boxing Tournament took place at the Theatre Royal, City Hall, on Saturday night and proved even more successful than the first exhibition of the fight at so far as attendance was concerned. Every seat on the ground floor of the building was occupied and many soldiers, sailors and civilians had to be content with standing room in the doorways. The circle was very well patronised, a large number of Chinese being noticed there and the fair sex was also represented. On the stage every seat was occupied and there must have been 150 persons present around the fight and left sides and rear of the ring. The general public, was well represented. Some of the leading business firms were in evidence, as well as the legal profession, visitors, and a very large number of naval and military officers, all of whom appeared to be interested in the sport and to be well satisfied with the way the programme was carried through. There was some difficulty at first in getting a referee or umpire, and for the greater part of the opening bouts almost everybody was in the dark as to "who was who," both as regards ring officials and competitors. This was chiefly due to the fact that the contestants were not as clearly and fully announced as usual at tournaments of this kind.

Mr. J. Garner was the first to come forward and in the usual "low well-chosen words" referred to the success of the last competition. That the audience would agree with him, was one of the best testimonials ever seen here, and the present one he hoped would be even better, and he followed by others better still. He was very glad to see so many representatives of the Army and Navy present, as it showed the interest they took in the game. In conclusion he asked that the audience would kindly keep order and refrain from remarks likely to discourage the men. There would be plenty of opportunity for applause at the proper time. Mr. Garner further announced that Q.M.S. W. Smith, R.N., had kindly consented to act as timekeeper for the bantam and lightweight bouts.

FIRST CONTEST.

The first contest was then called on the boxers being Ball, R. M. L., and Rutter, R.N. These men were in the bantam weight division and the boxer was the one who took the eye of the fancy. Both were in beautiful fettle but the sailor looked the more lithe and agile and his appearance gave the idea that he was as hard as nails.

The "fat" opened hostilities in short order, leading briskly for the sailor's head. The latter dodged very nimbly, but it did not avail him much as Rutter got the range of his body and landed some very effective strokes with the right. Shortly after Rutter scored a clean knockout. Then the pair came to close quarters and some sharp give-and-take work ensued. The sailor certainly hit hardest and it was soon apparent that the other man's form, game as he was, was telling against him. The sailor got in early in the second round some telling body swings with the right and Ball stood to his guns manfully, planting straight rights and lefts on his opponent's dial. At one time Ball made a fine display, sending rights and lefts home, however, Rutter was not to be taken in. He took them quite cheerfully and was getting in more heavy cross-counters and body swings. In the third round Rutter opened the proceedings with two straight lefts on the head, followed by others of the same kind. Clinches were frequent and from one of them Ball when breaking away nearly felled his man. As a high class display of the art the spar had not much to commend it, but the game style in which both lads took their punishment and the way in which they recovered from it, was a fine sight, with plenty of practice and good training, both will be able to make a very creditable showing in the future. This display was only an exhibition spar.

SECOND CONTEST.

Vicars, R.N. and Haslam, W.V., were the next to enter the ring. Vicars is the game little sailor who was defeated at the last tournament, and this time he had a bigger man before him. From the outset the soldier, who slipped well, acted on the offensive. The little fellow mixed it grandly with him in the exchanges and he took and gave some warm punishment. In the second round Vicars began to hit short and his handicap in the matter of reach was very apparent. Haslam boxed very neatly and some of his upstrokes got well home. He had a tough time of it, however, and the little low-baited sailor fought him every moment with commendable pluck. Vicars hit him straight and clean but it was seen that he was out-classed by the soldier. Clinches were frequent and from some of these Vicars got home well on Haslam's body, but the latter dismounted these by vicious straight right and left punches on the head and face. Round 3 saw Haslam sending out his left in capital style, and he received plenty of change from Vicars, whose blows, however, did not seem to have the same weight as before. In the 5th round Vicars made a capital show, getting on to Haslam's ribs with right and left swings, but there was no denial to those ugly lefts that were showered on his devoted head-works. In the 6th it was real ding-dong work, sharp and fast being the order with both, and in the 7th round the pick of the sailor was greatly admired. He was cutting then the general, however, and he had to come up each time as willing as possible. The body hit he got from Haslam was telling on him at last, yet he hit out straight all the time. At the finish of the sixth round Mr. Garner announced that the referee (Dr. Arthur) had decided that Haslam had the best of the contest. The many soldiers present received the decision with loud applause. It is a pity Vicars is not pitted against a youth of his own class.

THIRD CONTEST.

In this event two cracks in the heavyweight class gave a three-round spar. One was Parker (R.A.) and the other Ravenor (R.E.). Both men are reputed clever at the game, but the style of Parker was most admired. At head and foot work his manner was very taking, while Parker has a peculiar fashion of lifting his left foot, when attacking, and striking it quickly as though some one had trodden on a pot. He also lifted his shoulders when going into action, much the same as the proverbial French dandy manner. Both these movements of Parker caused a good deal of amusement to the spectators, but, for all that, he is no mean foe and his vigorous attacks proved him to be a fast and dangerous boxer. Time and again he went home on Ravenor's head and face, the latter sometimes getting in good work on the gunner's ribs. Parker's reach stood him in good stead and in the second round the exchanges were fast and heavy. Round three saw little change in the fighting, Parker having the best of it generally. Both men had each other at the ropes repeatedly, but the gunner's speed in attack and his clever head-work, were his chief assets. One time Ravenor got home with the

on Parker's jaw and if he had had sufficient weight the blow would have thrown him on his back. As it was it fairly lifted the gunner off his feet. At the last call of time both men were loudly applauded.

SECOND MEETING OF NORTHCOLE AND CUSACK.

After the five 20-round display made by the Army and Navy heavyweights at their last meeting, it was only natural that their second appearance should cause keen interest. The announcement of the men's names was received with much interest, and the public, on behalf of the men themselves and also for the public, asked that strict order should be kept during the contest. He had pleasure in notifying that Mr. E. Robinson and Mr. G. Mollison, P.W.D., had consented to act as judges, Messrs. W. Farmer and Q.M.S. Smith would take the time, and Dr. Barnes, of the steamer *Victoria*, would officiate as referee. Hearty applause went up as the men entered the ring. Cusack wore a neat jersey and white knickerbockers and Northcole wore a blue knickerbockers, with a white stripe, and no single of an opponent's name. On tossing for corners Northcole and Cusack got Northcole's former place in the front left corner. The blue-jacket had as his attendants Mr. Williams, of Bay View, and A.E. Vicars, R.N., while Sergeant Warner, R.E. and Sapper Parker, R.E., looked after the interests of the soldiers' pet.

Dr. Barnes left called upon to "speak a piece" before hostilities opened. With a characteristic dry American accent, he said that he was just a little out of place that night, but he had had the privilege of refereeing a number of such contests and he trusted this one would be according to the rules. If he should err in his decisions he would take unto himself the privilege of conferring with the judges on matters in dispute. He further pointed out that there in the ring were better able to judge of left and right than persons in the audience at distance, the same as at a football match. He then called upon the men to shake hands and retire to their corners. The doctor then carefully examined the gloves and ordered some loose ends of the wrist-tapes to be cut as they might be a danger to the boxers' eyes.

Round 1 saw both men spring quickly to their feet. Both were in excellent condition and it was soon apparent that they had not been idle since the last encounter, Cusack had a far better "game" than on the last occasion. Northcole adopted his old style but he seemed to have greatly improved in working with his head, and his foot practice showed a great improvement. The round opened with some cautious work on either side and then Northcole sent the left home on Cusack's head. Cusack was quick to mix it and several times clinches took place. That left of Cusack's was quickly to play and he also tried some heavy swings with the right on the body. The Army man at one time fought the sailor to the ropes, taking a number of lefts and rights on his face and neck. Once Northcole planted a body shot on Cusack's ribs with the right, that all but knocked him off his feet. Many of Cusack's blows fell short. Both men did some neat countering in body hits and they were well applauded at the finish of the round.

In round 2 Cusack showed excellent style in opening but both boxers were ill-satisfied. The sailor landed on the ribs with the left and got a heavy return on the head. A clinch, and Cusack tried a heavy right swing on the body, which was quickly countered. The honours were even in the round both getting home blows. Many of Cusack's blows fell short. Both men did some neat countering in body hits and they were well applauded at the finish of the round.

In the third round both played for wind and an opening for a while, and then the sailor found Cusack's ribs with his right, taking a couple of heavy ones on the head in return. At close quarters it was give and take and the sailor seemed a perfect glutton for punishment. A cut over the left eye received on his ship some time ago and the blood was rather troublesome, some of the small man's blood and took those fearful little snow-balls. Cusack tried some hard jobs with the left but they proved too slow. Then he used a hitting-down blow "choppers" they are called) but the great agility of the sailor made them ineffective. Northcole got a fine left on Cusack's ribs and there were cries of "Foul!" The referee at the end of the round said he had been watching very carefully and that the blow was not a foul.

Round 4 found Northcole pushing matters, and visiting the other man's face and body with both hands. Clinches often occurred and after some rapid exchanges Northcole slipped. Then followed more good fighting of a very even nature. Northcole got home on the head with left and right and Cusack balanced a right with a right jab on the chest that would have felled most men. All through this round Cusack boxed very carefully, guarding and countering far better than before.

Round 5—Both at close quarters serving it out with a will. It was given and taken nearly all the time, Cusack's ability in "telling his own" saving him some heavy punishment. Northcole played determinedly for the body but the tall man declined the attention, and sent back his compliments on the head and neck of the tar.

Round 6 was opened by Northcole landing a warm right on Cusack's face, well followed up with a left in the stomach and then a body shot which was intended to shorten the affair and a number of clinches were made to avoid punishment. The call of time found them both looking well.

Round 7 saw little change. Both were cautious at the opening and they went in for quick exchanges. Northcole used both hands freely and Cusack tried some body blows that fell short. Some of the soldier's swings if they had reached their mark, should have shortened the contest. But the other man was too active and generally escaped them.

Round 8 very compressed of fast and heavy fighting with neither having much the best of it. Both were again very careful in attacking and Cusack caught his man napping several times.

order, sending it home frequently. The punishment applied to affect Northcole little, if at all. Round 10 was a display of give and take, work each man successively getting home on head and body. Neither looked the worse for it, but Cusack's singlet was like a butcher's shirt after a busy day, the blood from his mouth covering the front of it.

Both went to work carefully in round 17 and some skillful countering was shown by both. Cusack often got in good work by rushes, swinging his right with effect occasionally. Round 18 and 19 had little to distinguish it from the last, but Cusack went in for so many tremendous round-swings with the right. Northcole was always out of the way of these, but took and gave warm raps on the face.

Round 20 opened with both leading at once. Then exchanges followed in which Cusack again used his right very well. The blows had no effect on Northcole, who fought every inch of the way with indomitable pluck and sent home some hot shots.

The 20th and last round started with a "shake hands" on the call of the referee. Cusack adopted the active offensive, playing mainly for the head, but he received some on the ribs in return. The round closed with Cusack trying swings for the head, all of which were cleverly avoided. Both men were loudly applauded at the finish and neither looked very much the worse for the long and game contest.

Dr. Barnes, after a short interval, announced that the judges had declared the contest a draw, one man being balanced by the counter of the other. He concluded with the judgment and said the men had fought in a very gentlemanly manner throughout. (Applause.) It had been suggested that they should box longer but one man (Northcole) declined, and as they only agreed to box 20 rounds nothing more was to be done.

It is said that both men are not altogether satisfied with the decision. The winner was to receive a gold watch and chain from Mr. Atter, of the *Sing Hotel*, the organizer of the tournament. The order was kept throughout, and the only hitch (although they are not generally distributed at such contests) was the absence of programmes. Falling programmes, a small black-board at each corner, bearing the respective boxer's name would have saved some inconvenience. We hope that, on the next occasion, the management will also give some consideration to the matter of providing adequate accommodation for the members of the press.

FIRE ASSURANCE ASSOCIATION.

Singapore, Aug. 28th. The annual meeting of the Fire Assurance Association was held yesterday afternoon, at the Exchange, Mr. G. T. Baily presiding. The report and accounts were unanimously passed without discussion. It was resolved to accept the invitation of the Foreign Office Committee of London to become affiliated with them as a first-class Association, and satisfaction was generally expressed at this result of a long correspondence on the matter. Some discussion took place on the question, introduced by the Chairman, of the formation of a salvage corps. It seemed that the outgoing Committee strongly recommended that such a corps should be formed, but they did not make any specific proposal. The meeting was evidently in favour of the establishment of a volunteer corps, it being pointed out that very often a number of gentlemen interested in insurance matters were present at fires, and if they were constituted into an organized body, with power to employ coolies, they could often save a lot of valuable material that the insured would not like the trouble to save. It was left to the Committee, which was re-elected *ad hoc*, to take the question into their serious consideration. A vote of thanks to the Chairman concluded the meeting.—*Straits Times*.

NEW RUSSIAN TRANS-PACIFIC STEAMSHIP LINE.

SAN FRANCISCO THE EASTERN TERMINUS. San Francisco, August 2nd.

According to the statement of two distinguished Russians who are now guests at the Palace Hotel, arrangements are being made to put on a powerful line of steamships between San Francisco and Vladivostok, the eastern terminus of the Trans-Siberian Railway, and it is asserted that the new Russian line will be in operation probably within a year, or at least long before the completion of the big railway across Siberia.

The visitors are Mr. Alex. B., who has been ordered to Korea as the representative of the Imperial Russian Minister of Finance, with the title of Counsellor of State, and his assistant, Lieutenant Garfield, who until recently has filled the position of secretary in the Department of Communications, of which Prince Ulitshin, who visited San Francisco in an official capacity last year, is the presiding Minister.

"If the plans are not already matured for the steamship line between San Francisco and Vladivostok, they will be in the very near future," said Lieutenant Garfield when seen at the Palace last evening. "It is now finally decided that the Trans-Siberian Railway will run through Manchuria, and will have a terminus at some point where an open harbor is to be had throughout the year. There will also be a port of call at Vladivostok, and it is expected that the port will do a large business with San Francisco even before the line is completed across the country. San Francisco is the natural port of entry for ships from the Orient, and when Russia's railroad is completed it is expected that much business that now goes via other channels will be naturally diverted to the overland route."

It will then be possible to go from San Francisco to Vladivostok in fifteen days, and from Vladivostok to St. Petersburg in twelve days more. That will be travelling the like of which has never been thought of before by globe trotters. In the meantime the steamer line between them and Vladivostok will be established. The vessels for the line will be built in Russia in the near future.

"Another steamer line in which Russia is interested, viz., that running between Vladivostok and Odessa, on the Black Sea, is to be augmented as soon as the ships can be built. The line now comprises three ships. Four more powerful complete steamships are now being built for the service, and it is expected to have them completed and ready for use inside of two years. The keels of the ships were laid some thing like a year ago, and it is probable that they will be finished in eighteen or twenty months. These vessels will make the line between Vladivostok and Odessa through the power of any running from the Orient through the Red Sea, and it is expected that considerable business will be furnished the big ships by the new set of ocean steamships that are to be put on the run from San Francisco to the Siberian port."

The visitors would not discuss political affairs in the Orient. They had no hesitancy in saying that Russia's interests in Korea required the sending of a more important diplomatic corps than the one now there, and they were going there for that purpose. Beyond that they were not inclined to discuss political affairs. The two distinguished Russians, with leave for the Orient on the steamer *Chukotka*, will leave for the Orient on the steamer *Chukotka*.

NOT A N D A.

CALENDAR.

SEPTEMBER.
Meteorological means based on 40 years' observations 1853.
Barometer 29.818
Thermometer 80.1
Humidity 77
Rainfall 8.38

TO-DAY.

On data at 4 p.m.
Barometer 29.87
Thermometer 84
Humidity 76
Rainfall 8.38

T-M-DAY.

Monday, 6th September, 1897.
Chinese—10th of 8th moon of 33rd year of Kwong-shi.
Jewish—9th Elul, 5657.
Mohammedan—8th Rabi' II, 1315.
Sun—Rises 5hr. 45min.
Sets 5hr. 11min.
High water—Morning 3hr. 5min.
Low water—Afternoon 0hr. 50min.
No inferior high or low water.

ANNIVERSARIES.

1869—U.R.H. Prince Alfred received by the Mikado of Japan.
1891—The American ship *Kilgob* wrecked near the Loochooos.
1895 Army and vicinity reported free from plague.

TO-MORROW.

Tuesday, 7th September, 1897.
Chinese—11th of 8th moon of 33rd year of Kwong-shi.
Jewish—10th Elul, 5657.
Mohammedan—9th Rabi' II, 1315.
Sun—Rises 5hr. 45min.
Sets 5hr. 10min.
High water—Morning 3hr. 10min.
Low water—Afternoon 1hr. 19min.

SHIPPING MARKET.

LATEST QUOTATIONS.

Coin So. 100, \$136.
SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Delic*) 5th inst.
Indian (*Sutong*) 10th inst.
French (*Sydney*) 11th inst.
Australian (*Yamashiro Maru*) 12th inst.
Australian (*Guthrie*) 12th inst.
Canadian (*Empress of Japan*) 15th inst.
English (*Mitropoli*) 16th inst.
German (*Persia*) 22nd inst.
German (*Prinzess*) 23rd inst.
French (*Colombes*) 28th inst.
American (*Cordill*) 31st inst.
English (*Thames*) 5th prox.
Canadian (*Empress of China*) 6th prox.
German (*Sachsen*) 31st prox.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the steamship *Sutong* from Calcutta and Straits, left Singapore for this port on the 4th inst. at 4 p.m.

The O. & O. S. S. steamer *Cordill* with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nankai and Shanghai, on the 2nd inst.

The Agents (Messrs. Dodwell, Carill & Co.) inform us that the "Mogul" Line steamer *Maiden* left Singapore for this port on the 4th inst. and is due here on or about the 10th inst.

The Canadian Pacific Railway Co's steamer *Empress of India* arrived at Yokohama at 2.30 p.m. yesterday, and left that port at noon to-day for Kobe, where she is expected to arrive at noon to-morrow.

We are informed by the agents (Messrs. Shaw, Taylor & Co.) that the "Shibui" Line steamer *Flintshire* from London, left Singapore for this port on the 4th inst., and is due here on or about the 10th inst.

SHIPPING RETURNS.

From 8 p.m. Saturday to 8 p.m. to-day.

ARRIVALS.
China, steamer, from Shanghai
Hongkong, " " " " " " " "
Aristo, " " " " " " " "
Hawaii, " " " " " " " "
Rangoon, " " " " " " " "
Haiti, " " " " " " " "
Independent, " " " " " " " "
Morin Vahri, " " " " " " " "
Rohun Maru, " " " " " " " "
Cowrie, " " " " " " " "
Sumatra, " " " " " " " "
Chinyang, " " " " " " " "
Nanyang, " " " " " " " "
Tosa Maru, " " " " " " " "
Pakshan, " " " " " " " "
Sikh, " " " " " " " "
Chikhi, " " " " " " " "
Clara, " " " " " " " "
Verona, " " " " " " " "
Rukhna,

Intimations. CAN'T STOP IT! A TIDAL WAVE OF POPULARITY.

THE
BEST.MOST
WHOLESOME

BEER.

WATKINS & CO., Sole Agents for Hongkong.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not know the reason. What you want is a cure for whatever ails them.

Scott's Emulsion

is enclosed in the capsule medical profession as an ideal nourishment during periods of illness. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all other children's diseases, and makes the children robust, strong, and healthy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON & Co.

Hongkong, 1st September, 1897.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor: THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA: WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG.

LEWY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLARKE, HUMBER and GLADSTONE & Co., Ltd.,
DUNKORP'S BUCKLE & CO., Ltd.,
A special reliable Watch made for this Climate
Quality A \$16
Quality B \$12
Quality C \$8
20, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster of Webster, the latest and most emphatic proof that Labor omnia vincit.

Hongkong, 17th May, 1897.

SIEN TING.

SURGEON DENTIST,
No. 10, D'ARQUIER STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1897.

Shipping. STEAMERS.

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"BENALDER,"
Captain Thomson, will be despatched as above
on or about 10th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 30th August, 1897.

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)

Flintshire 11th September.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"FLINTSHIRE"
will be despatched hence for PORTLAND,
OREGON, via KOBE and YOKOHAMA, on
SATURDAY, the 11th instant, calling at
NAGASAKI. It is sufficient inducement offers.
Copies of Invoices of Goods for United States
Points should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 3rd September, 1897.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR NAGASAKI AND KOBE.

THE Company's Steamship

"RIOJUN MARU,"

Captain W. Townsend, will be despatched for
the above Ports TO-MORROW, the 7th instant,
at Daylight.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 6th September, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Hodgins, will be despatched for the
above Ports TO-MORROW, the 7th instant,
at Noon.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 6th September, 1897.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CATHERINE APCAR,"

Captain E. Fey, will be despatched for the
above Ports TO-MORROW, the 7th instant, at
3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th September, 1897.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP.

VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Company's Steamship

"TOSA MARU,"

Captain C. Hillcoat, will be despatched as above
TO-MORROW, the 7th September, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 2nd August, 1897.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the
above Port TO-MORROW, the 7th instant, at
5 P.M.
This Steamer has Superior Accommodation
for Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 4th September, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT)

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KURRACHEE, ADEN, SUEZ,

MASSOWA, PORT SAID, BRINDISI,

VENICE, FIUME, AND TRIESTE.

TAKING CARGO AT THROUGH RATES TO CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, ADRIATIC, and SOUTH
AFRICAN PORTS.)

THE Company's Steamship

"MARI VALERIE,"

Captain S. Leve, will be despatched as above
TO-MORROW, the 7th September.
Cargo will not be received on board after 3
P.M. prior to date of sailing.
For further information as to Passage and
Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 30th August, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT)

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KURRACHEE, ADEN, SUEZ,

MASSOWA, PORT SAID, BRINDISI,

VENICE, FIUME, AND TRIESTE.

TAKING CARGO AT THROUGH RATES TO CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, ADRIATIC, and SOUTH
AFRICAN PORTS.)

THE Company's Steamship

"KINSHU MARU,"

Captain F. L. Sommer, will be despatched as
above on THURSDAY, the 9th September, at
4 P.M.
Consular Invoices of Goods for the United States
should be in QUADRUPPLICATE, and one Copy
must be mailed by the Steamer in the care of
the FREIGHT AGENT, Great Northern Railway,
Seattle, Wash.

FOR FREIGHT OR PASSAGE, apply to

NIPPON YUSEN KAISHA.

Hongkong, 25th August, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WED-
NESDAY, the 15th September, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by Steamers of the EASTERN and AUSTRALIAN
S. S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th August, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR GENOA, LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"NINGCHOW,"

Captain H. Willis Jones, will be despatched as
above on or about the 21st September.
To be shortly followed by
S.S. "OOPACK" and "OANFA"
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 3rd September, 1897.

SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd September, 1897.

"HEATHBANK,"

McKechin, Master, shortly expected, will load
here for the above Port, and will have quick
despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th June, 1897.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here
for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 4th February, 1897.

FOR SAN FRANCISCO.

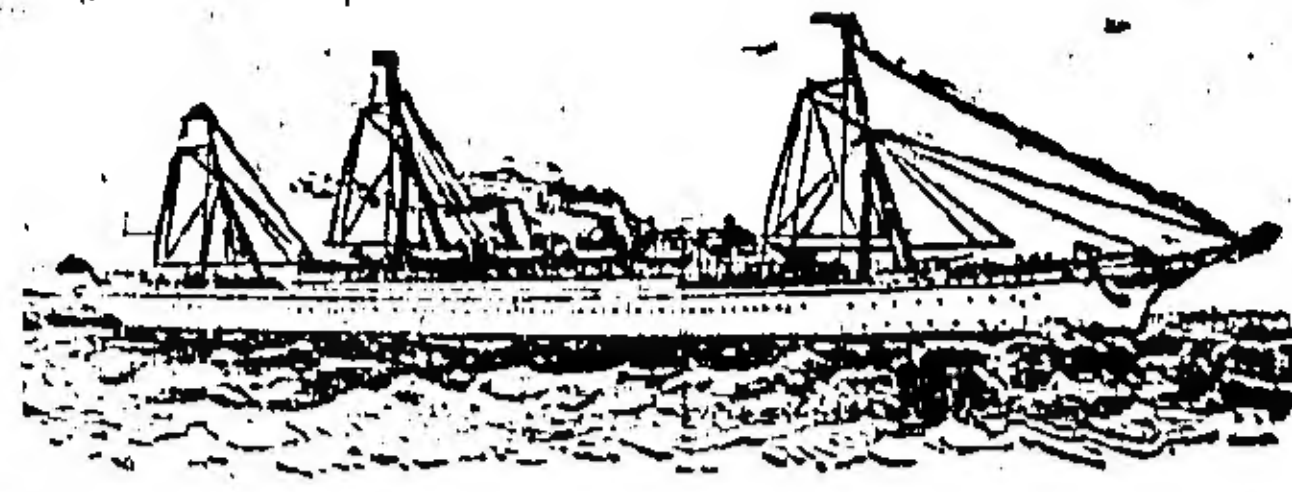
THE 100 A 1 British Ship

"HEATHBANK,"

McKechin, Master, shortly expected, will load here for the above Port, and will have quick despatch.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 29th September.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 27th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 24th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA

OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough

passages generally experienced in the latitudes further South) and make connection at Vancouver

with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC

RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE

ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,

New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the

Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return

tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition),

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 21st Sept., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 9th Oct., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 28th Oct., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on

TUESDAY, the 21st September, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd September, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 1st May, 1897.

1897.

1897.

1897.

1897.

1897.

1897.

1897.

1897.

1897.

1897.

1897.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and the Interior, via EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG to LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG to NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by use of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA £18.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Victoria 13.107 | Tuesday ... 1 Sept. 97.

Olympia 13.608 | Tuesday ... 1 Sept. 97.

Columbia 13.505 | Tuesday ... 1 Oct. 97.

Tacoma 13.519 | Tuesday ... 1 Nov. 97.

Victoria 13.519 | Tuesday ... 1 Nov. 97.

Olympia 13.608 | Tuesday ... 1 Dec. 97.

THE Steamship

"VICTORIA,"

Captain J. Pantou, R.N.R., sailing at Noon, on TUESDAY, the 7th September, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via FOCHOW, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & Co.,
General Agents.

Hongkong, 17th August, 1897.

